

# The Wheeling Intelligence.

VOLUME XLVI—NUMBER 240.

WHEELING, W. VA., MONDAY, MAY 30, 1898.

PRICE TWO CENTS.

## A SPANISH FABLE.

Here's a Story that Double Discounts the Yellow Journalism of America

### VICTORY FOR SPANISH FLEET PROCLAIMED

By a Madrid Journal—It Alleged that two Ships of Sampson's Squadron were Destroyed and the Admiral Himself Killed. Evidently Manufactured to Feed the Vanity of the Gullible Spanish Populace—The Navy Department not only Utterly Discredits the Story, but Declares with Positiveness that no Such Engagement Occurred.

MADRID, May 29.—7 p. m.—El Progreso publishes despatches purporting to come from Paris, giving details of an alleged battle near Jamaica, in which it is said two American warships were destroyed and one Spanish warship was injured.

Although the account is very circumstantial, as to time, place, incidents and results, it is received here with suspicion.

The story is that Commodore Schley's squadron parted from Rear Admiral Sampson off Cape May, the eastern point of Cuba, and steered toward the Yucatan passage, followed closely by Sampson's ships. Both were sighted from the watch towers of Santiago de Cuba.

Rear Admiral Sampson arrived off the province of Puerto Principe, continuing thence in the direction of Jamaica. Admiral Cervera left Santiago Thursday, May 26, at midnight, all his lights being extinguished, with the Vizcaya and the Almirante Oquendo, preceded by the torpedo boat destroyer Furor. He took up a position in proximity to Jamaica. Two hours later the remainder of Admiral Cervera's fleet withdrew from the harbor of Santiago, and proceeded in a southerly direction.

On the morning of Friday, the Furor came up rapidly to the Vizcaya and the Almirante Oquendo, advising Admiral Cervera of the approach of the enemy. Rear Admiral Sampson's ships steamed at full speed toward the Spanish vessels, which accepted combat, but moved in a southerly direction, to affect a juncture with the remainder of the Spanish squadron.

Presently the battle raged furiously on both sides. The Americans detached three cruisers, and three smaller ships to surround the Vizcaya and the Oquendo. The Furor, between the cross fire of the enemy, made for the American flagship, notwithstanding the fire of the heavy guns.

The outcome of the contest was that two American warships were sunk and one Spanish warship disabled in its steering gear.

The remaining vessels of the American squadron were so much damaged that they were compelled to take refuge in Haytian waters.

It is reported that the Cristobal Colon captured one American ship which had been disabled from a shot by the Vizcaya that perforated her side.

The Vizcaya risked destruction from an American destroyer.

It is believed that after the combat the Spaniards sailed for Havana, or if the condition of the vessels or the presence of a superior force of the enemy required, took refuge at Cardenas or Matanzas.

The publication of this despatch from Paris caused an excited discussion of the conflicting reports from various sources, which completely absorbed all sections of the press and all circles of the public in Madrid. Speaking to-day of yesterday's rumors of the defeat of the American fleet and the death of Rear Admiral Sampson, Captain Auzon, the minister of marine, without crediting it in the absence of official information, remarked that the event was nearly within the limits of possibility. It is hoped that the result of to-day's cabinet council will disclose information confirming or denying the report.

#### Discredits Itself.

LONDON, May 29.—The circumstances under which El Progreso's remarkable story appears, seem to discredit it. Apparently the Paris correspondent of that newspaper is the sole possessor of the information he pretends to have. The most reliable Paris news agencies have received nothing on the subject. It is possible that the story has been given a Paris date for some undiscernible reason; though, if it emanates from official sources, it is inconceivable that the government should be unwilling to give out favorable news on its own responsibility.

#### A PURE FAKE.

Naval Officials not only Discredit the Reported Battle, but Declare with Positiveness that It Did Not Occur.

WASHINGTON, May 29.—Officials of the navy department not only discredit the reported naval engagement near Jamaica on Friday but declare with the utmost positiveness that it did not occur. Advice from Admiral Sampson and Commodore Schley clearly indicate that the statements contained in the Madrid story are without the slightest foundation in fact.

Secretary Long was shown a copy of the despatch to-night. After reading it carefully, he said:

"It is an interesting story, but it entirely lacks the element of truth. You will notice that it is regarded with suspicion even in Madrid. It comes to us from Paris, where it was received from some unnamed place, after being filtered through the Spanish capital. No, there is absolutely no truth in it."

Secretary Long declined to make further comment upon it, evidently regarding it as unworthy of serious consideration.

Officials on duty at the navy department, read the despatch with amusement. "I will take it upon myself," said an officer, "to say that the report is absolutely untrue. I know it is not true."

He would not say how he knew, but that important bit of information was supplied by Secretary Long. Official advice were received to-night from Commodore Schley. They contain no information of such an engagement as is reported from Madrid, although it is known they were written after the battle is said to have occurred.

### SITUATION AT SANTIAGO

Is Critical—Lack of Food, Causing Many Deaths—Cervera Landed Troops and Munitions of War.

(Copyright, 1898, by the Associated Press.)  
PORT AU PRINCE, HAITI, May 29.—Two Italians who set out from Santiago de Cuba in a small boat on Thursday, May 19, and landed near Mole St. Nicholas on the 23d, arrived here to-day bringing information as to the situation at Santiago.

The state of affairs there is critical, particularly so because of the lack of food. A great many of the unfortunate people, especially the reconcentrados, are dying of starvation. The whole population is terribly discouraged and keenly desirous of peace.

The arrival of the squadron under Cervera without food supplies for the city, deepened the general despondency. The squadron has disembarked 800 men, artillerymen and engineers, and landed 20,000 Mauser rifles, a large quantity of ammunition and four big guns, destined for the fortifications.

In spite of the strict silence maintained by the officers and crews, the general impression was when the Italians left, that the squadron would set out for San Juan, Porto Rico, to obtain supplies and land ammunition there.

### INVASION OF CUBA.

General Shafter Has Orders to Embark His Troops for Cuba—Strongest Ships of Sampson's Squadron Will Convey Them.

NEW YORK, May 29.—A special dispatch to the Tribune from Washington says: Orders have at last gone forward to Major General Shafter at Tampa to embark the greater portion of his corps, including all the regulars and a few of the most efficient volunteer regiments, on board the transports gathered at that place and the aggressive military movement which has been so frequently predicted and as often delayed for one cause or another, will be accomplished fast before the end of this week. The strongest units of Admiral Sampson's reorganized squadron will convey the expedition and cover its landing at a point now definitely designated.

Simultaneously the most rigid censorship of the press dispatches which has so far been undertaken by the government will be put in operation at Tampa and Key West to-night and no message relating to the movement of troops or ships or in any way speculating upon the expedition will be permitted. It is the wires, it is the means of preventing publication of information which would be exceedingly valuable to Spain, is not fully successful, the censorship will be promptly extended to the mails.

It can be confidently asserted that beyond the secretary of war and the secretary of the navy the President will permit no civilian to enjoy his confidence in this matter until a landing on foreign territory shall have been actually accomplished, and General Shafter himself will have "sealed" orders, whose contents will be known only to General Miles and General Corbin until the expedition is safely at sea. Admiral Sampson's sole instructions will be to guard the expedition and to cooperate with General Shafter under the latter's direction.

### ANOTHER SPANISH FLEET

Said to Have Sailed for Cuba—Some Doubts Entertained—A Cuban Leader's Wager.

(Copyright, 1898, by the Associated Press.)  
CAPE HAYTIAN, HAITI, May 29. No news from Santiago de Cuba was obtained here this morning, but on the other hand, it is reported that two vessels of the Cadiz fleet, said to be the Francis Joseph and the Maria Theresa, left Gibraltar yesterday for Cuba. These names are probably wrong, as there is no Spanish vessel known here as the Francis Joseph, and the Infanta Maria Theresa is understood to be the flagship of the fleet commanded by Admiral Cervera.

The two vessels reported from Cape Haytian as having left Gibraltar for Cuba may be the Austrian cruisers Kaiserin Maria Theresa and Kaiserin Franz Joseph, and not two vessels of the Cadiz fleet of Spain. The Spanish fleet organized at Cadiz, or manoeuvring off the coast preparatory to sailing for some destination to be determined upon by the government. The utter absence of news from Santiago de Cuba, which is connected by this place by cable, is causing more and more astonishment as the days go by, and no messages are received in spite of the fact that the cable is in working order.

The Cuban leader here is waging that the war will not last longer than June 21. The Cubans are very enthusiastic over the idea that the Spanish fleet is bottled up at Santiago de Cuba, and they say it is surely lost.

### TERROR ESCAPES

The Vigilance of the United States Fleet and Arrives at the Port of San Juan de Porto Rico.

(Copyright, 1898, by the Associated Press.)  
PORT AU PRINCE, HAITI, May 29.—The Spanish torpedo gunboat Terror, according to advices received here, has arrived safely at San Juan de Porto Rico, having escaped the American warships which have been stationed on the lookout for her since she left Fort de France, Island of Martinique, where her boiler tubes were repaired.

The above dispatch confirms cable messages on the subject received by the Associated Press from Madrid last night, announcing the arrival of the Terror at San Juan de Porto Rico.

### TO TOW THE MONTEREY.

Preparations Making to Take the Monitor to the Philippines.

MARE ISLAND NAVY YARD, Cal., May 29.—The United States steamer Monadnock has been painted the war color, and the United States steamship collier Brutus is now being similarly treated. A force of shipwrights is also at work on the Brutus, preparing the foundations of the gun mounts and towing bits, while machinists are overhauling the small valves of the main engines. The equipment riggers are constructing a "towing bridle" for the Monterey of four and three-quarters inch wire cable. It will be 300 feet long, and goes half way around the ship, being made fast to the forward and amidship bits. It has a "pelican" hook at the bow which can be made to release the ship from the tow line in an instant should heavy weather or the presence of a hostile ship necessitate.

The Monterey will go to Honolulu under her own steam, and then take a tow from the Brutus. Towing hawsers of 12-inch Manila and 720 feet long have been delivered to the navy yard.

## NO GUESS WORK ABOUT THIS.

Commodore Schley Says the Spanish Fleet is in the Bay of Santiago de Cuba.

### HE HAS SEEN, AND RECOGNIZED THE VESSELS.

WASHINGTON, May 30.—The navy department has just received at 12:30 o'clock this (Monday) morning a dispatch from Commodore Schley stating that the Spanish fleet is in the bay of Santiago de Cuba, and that he has seen and recognized the vessels.

The advices from Commodore Schley indicate that he is now and has been for several days guarding the entrance to the bay of Santiago de Cuba. That he has Admiral Cervera and his Cape Verde squadron bottled up in the bay is regarded by naval officials as beyond any doubt, although Commodore Schley did not make a definite statement to that effect.

Commodore Schley has not only his own squadron but two or three other vessels at his command, and it is not believed to be possible for the Spanish admiral to escape with his fleet either by day or by night.

Assurance is now doubly sure that the Spanish fleet is bottled up and that the cork is in the bottle. It is not believed that Admiral Cervera will attempt to escape. The suggestion is made, however, that the Spaniards may blow up his ships rather than have them fall into the hands of Schley, as they certainly will if they remain in the harbor.

MADRID, May 29.—Blanco cables twelve American warships off Santiago Saturday but most of them disappeared to-day, going westerly.

MADRID, May 29.—Blanco's official dispatches give it to be understood Cervera remains inside Santiago harbor, but to-day's cabinet council developed nothing to make the matter clear.

(Copyright, 1898, by the Associated Press.)

ST. THOMAS, Danish West Indies, May 29.—The report that the Spanish torpedo gunboat Terror has reached San Juan de Porto Rico is confirmed. She arrived there from Fort de France, Island of Martinique, on Friday morning. Her boilers are still said to be out of order. The Spanish transport Alfonso XIII, chartered by the Spanish government and loaded at San Juan de Porto Rico with provisions for Cuba, is now said to be scouting in the vicinity of the Porto Rican coast, her crew having refused to try and run the Cuban blockade.

It is rumored here also that the vessels of Admiral Cervera's fleet are not at Santiago de Cuba. Some of them either did not go there or have left those waters, according to report. Incendiaryism is growing in Porto Rico.

LONDON, May 30.—A dispatch to the Times from Kingston, Jamaica, dated Saturday, says:

"Private information from the most trustworthy sources indicates that Admiral Cervera's squadron is not at Santiago de Cuba but is in Central American waters."

KINGSTON, Jamaica, May 29, 7 p. m.—The Harvard has finished coaling. Owing to the friendly feeling for Americans here and because the coaling began before the British naval engineer had fixed the amount she could take at 750 tons, it is believed by the townspeople that she will fill her bunkers.

But such is not the case. She has enough now, with what she had, to last six days at half speed.

She will sail to-morrow morning for a destination not disclosed. The strange vessel, seemingly a warship, sighted off Port Royal last night, is declared by the gossips to be a Spanish cruiser waiting for the Harvard.

### ANGLO-AMERICAN ALLIANCE.

It is Reported That Preliminary Steps Have Been Taken Towards a Consummation of that Scheme.

LONDON, May 30.—The Washington correspondent of the Daily Telegraph telegraphing Sunday says:

"I have just learned from a high authority in the state department that important preliminary steps toward an Anglo-American alliance have already been taken. How far these negotiations, if they can be called that, have proceeded, it is not easy to ascertain, for naturally strict secrecy is maintained, but my information is that the preliminary suggestions have been made and that the subject of such an alliance is practically before the two governments in shape."

The recent visits paid by Sir Julian Pauncefote to the state department have not, it seems, had reference altogether to the Canadian negotiations. According to my authority, the terms of the proposed alliance now being considered are these:

Great Britain is to recognize the Monroe doctrine, to attempt no increase of her territory possessions in the western hemisphere and to endorse the American construction of that doctrine. The United States is to build the Nicaragua canal and Great Britain is to have the use of it in time of war. The United States is to have all the territory taken from Spain in the present war, and Great Britain is to protect the United States in the possession, if this should be threatened. The United States is to stand by England in her policy in China and the east and all the British ports in the east are to be opened to the United States under the most favored nation clause.

"The main features of an arbitration treaty are to be incorporated. It has been provided that all matters in dispute not involving the Monroe doctrine or the Nicaragua canal are to be submitted to a non-partisan commission. The existing understanding bearing upon the relations between the two governments on the great lakes are to be abrogated and the United States are to be given the use of the Welland canal in case of war."

"The alliance is to be offensive and defensive. It proceeds on lines such as the foregoing. As a matter of course, all that has been done so far is purely tentative, but my informant gives the above as the general outline suggested."

Second Philippine Expedition.  
SAN FRANCISCO, May 29.—There was no let up to-day in the preparations for the embarkation of the second expedition to the Philippines. It will be

about ten days before all the troops are sufficiently equipped for the start and the vessels are in readiness. General Merritt will not give the order to start until his men are in good shape. He wants to take them to Manila, in order to commence fighting right away, and is taking no chances on poor accommodations for the soldiers.

### CONGRESSIONAL AFFAIRS

The Revenue Bill and Hawaiian Annexation Matters to be Considered.

WASHINGTON, May 29.—Having decided at the last moment Saturday to observe Memorial Day, the senate will not be in session again until Tuesday, and finance committee, will, however, meet on Monday to perfect the revenue bill in minor details.

There is still no certainty as to when the vote may be taken on the revenue bill. It looks as if the entire week would be spent upon it, and none of the members of the committee undertake to predict the exact date of the senate's conclusion of its work. There are still a number of speeches to be made on the bill, and upon amendments. It is probable that there will be more or less debate upon the Lodge amendment for the annexation of Hawaii and the Morgan amendment relating generally to the government of annexed territory. Both Senators Lodge and Morgan announce their intention to make speeches on the subjects involved, and senators espousing the opposite views declare their purpose to reply if the subject is opened. Republicans generally predict that Senator Lodge will refrain from pressing his amendment, and it is the general opinion that he will at least not go to the extent of asking a vote upon it, and thus subjecting the measure to a motion to lay upon the table.

The house will not be in session to-morrow, having adjourned to Tuesday because of Memorial Day. The consideration of the Hawaiian annexation resolutions by the house this week is possible, but not assured. Speaker Reed stands ready to give the resolutions full right of way in the house if they pass the senate, but is opposed to sending them first through the house and forcing them upon the senate, because, he contends, it would precipitate a fight there that would prolong indefinitely the session, and end likely in the whole matter finally going over to next winter. Especially is he opposed to forcing the Hawaiian issue to the front until the revenue bill is through the senate. It is stated upon high authority that the other Republican members of the committee on rules are in accord with the speaker's position, notwithstanding they favor

as he does not, the annexation proposition. Consequently, consideration of the resolutions early in the week is not to be expected, and its consideration later in the week is to be expected. There is still talk of a Republican caucus to consider the question, and one may be held. The general deficiency bill may be reported during the week, but owing to the development of new demands upon the war and navy departments, notably the former, incident to the war, the bill may be withheld until nearer the close of the session. The bill, so far as it relates to ordinary deficiencies, has been ready at week's end. Conference reports upon the sundry civil, postoffice, Indian and District of Columbia appropriation bills may be expected almost any day, though the sundry civil bill is likely to be delayed until after the revenue bill passes the senate, owing to the demands there upon the attention of Senator Allison, of the finance committee. An effort to pass the anti-scalping bill will be made during the week. Bills of minor importance will be pushed meantime by members generally.

### SANK A BRITISH STEAMER.

Center Columbia in a Collision off Fire Island—A Jagged Hole Torn in Her Side—Crew of the British Steamer Rescued.

NEW YORK, May 29.—When the United States cruiser Columbia, in command of Captain Sands, anchored off Tompkinsville, S. I., this afternoon, it was seen that she had a large, jagged hole stove in her starboard side abreast of the mainmast, and immediately forward of the after barbettes. Above the water line the hole extended about ten feet high and six feet wide, but how far below the water line the cruiser was damaged could not be ascertained, and none of the naval officers would give any information in regard to the accident. As soon as the vessel came to anchor the captain and the crew, twenty-one in all, of the British steamer Foscolia, which left this port yesterday with a cargo of machinery and general merchandise for Bordeaux, went ashore. Neither the captain nor any of his crew would talk when they landed and left at once for New York to report to the agents of the company to which the vessel belonged. No one was allowed to go on board the Columbia, but to a representative of the Associated Press who rowed out to the cruiser the officer of the deck made the following statement:

"About 7:40 p. m. yesterday the British steamship Foscolia, in command of Captain John Evans, collided with our vessel during a dense fog. We were then about eight miles southwest of Fire Island light. We lowered two life boats and rescued the captain and crew, numbering twenty-one all told. We stood by until the Foscolia sank at 3 o'clock this morning. As soon as we arrived here we sent the rescued men ashore. Further information in reference to the accident I cannot give you."

About 4 o'clock some of the navy yard tugs steamed alongside the cruiser and delivered some messages from Rear Admiral Bance, commandant at the navy yard, Brooklyn. A few minutes later the Columbia headed for the Brooklyn navy yard, where it is supposed she will be dry docked in order to ascertain the full extent of her injuries.

Captain J. Evans, of the Foscolia, after reaching this city, said regarding the collision:

"The Foscolia cleared from this port at noon on Saturday, with a general cargo of about 2,200 tons. All went well until evening when a heavy fog set in. I was on the bridge and ordered the lights up and the fog whistle kept going. As the fog grew denser, the speed of the Foscolia was reduced to one-half."

"About 8 o'clock Lookout Johnson on the forecastle and Thompson on the bridge, reported a steamer on the port bow. Our lights were burning brightly and the fog whistle was whistling. I looked up and saw a big steamer with four funnels dead ahead. As the steamer was not 200 yards apart, I saw that a collision was inevitable. I blew three whistles and the approaching vessel answered with one. That was the first time I saw the Columbia's whistle. Instantly I ordered our engines full speed astern. The vessels came together with a terrible crash and the bow of the Foscolia ran up on the cruiser's armor belt and cut through her sponson. They remained locked for a couple of seconds but the backing of the Foscolia's engines tore off her bow as far back as the first water tight bulkhead. The wreckage stuck in the cruiser's side above and below the water line and caused the Columbia to list considerably. Had it not been for the bulging of the sponson from the side of the warship the Foscolia would only have struck the Columbia's forecastle and the bow of the Foscolia became wedged between the sponson and hull of the cruiser and the bow of my boat was completely wrenched off."

"It was dead calm at the time of the collision. After backing away I saw that the injury to the Foscolia was serious and instantly ordered the life boats launched. They were in the water in just four minutes and my fifteen seamen were ordered into them. I remained aboard the wreck with my five officers. My engineers after trying the engines reported them to be so badly damaged that the collision was to be incapable of working the ship. The Foscolia was leaking badly and the pumps were started. The crew were sent aboard the cruiser, which had a hole in her starboard side large enough to drive a team and carriage through. The pumps were kept working until 10:30 p. m., but the Foscolia was getting lower and lower in the water. The two boats from the Columbia were standing by me and Lieutenant Williams asked me at what hour I intended going. I replied that I would stand by my ship until she went down. Then I ordered the officers into the life boat and I remained at the main rigging, while the steamship continued to sink. I got into the small boat and remained with my officers about fifty yards from the sinking ship. Exactly at 3 a. m. the Foscolia went down head first in about nineteen fathoms of water. It reappeared a few minutes later and then disappeared forever stern first. None of my men were hurt, but I cannot tell if all the men on the Columbia escaped injury. I think not."

"The Foscolia which I commanded for twelve months, was an iron vessel of 880 tons net and 1,535 tons gross, launched at Lowestoft, England, in 1879, and having 34 feet beam and 22 feet 7 inches deep. She was schooner rigged, had two masts, a double deck, four bulkheads, compound engines and carried water ballast."

### Weather Forecast for To-day.

For West Virginia, Western Pennsylvania and Ohio, fair weather; decreasing cloudiness; light winds, becoming northerly.

### Local Temperature.

The temperature Saturday as observed by C. Schnepf, druggist, corner Market and Fourteenth streets, was as follows:

7 a. m. .... 62 3 p. m. .... 79  
9 a. m. .... 65 5 p. m. .... 78  
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